

THE ALVERSER/OLD BUCKINGHAM PLAN AMENDMENT

Adopted By The Chesterfield County
Board of Supervisors
January 13, 1988

Prepared by:
Chesterfield County Planning Department

LIST OF PARTICIPANTS

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SUMMARY AND RECOMMENDATION

Amendment of the **Northern Area Land Use and Transportation Plan** is recommended in order to achieve compatible development west of Alverser Drive between Midlothian Turnpike and Huguenot Road. The proposed amendment would change the recommendation for land use on several parcels of land in the area in order to assure effective transition from the regional commercial development centered on Chesterfield Towne Center to the residential neighborhoods located to the west. The Plan amendment supports the County's commitment to maintaining residential frontage on Old Buckingham Road west of Alverser Drive. Recommended changes to the land use plan include:

1. Residential densities consistent with townhouses or other forms of clustered housing on tracts immediately adjacent to existing and proposed business uses fronting on Alverser Drive.
2. Residential densities consistent with the existing neighborhood (medium density) on other parcels in the area.
3. Direction to County staff to monitor and maintain Old Buckingham Road as a residential collector road.

INTRODUCTION

The Plan for the Northern Area of Chesterfield County was completed in August 1986. The Plan consists of six (6) separately adopted elements including the Plan for Public Facilities, and Land Use and Transportation Plans for five sub-areas of the Northern Planning Area (See Map 1). The Plan is a guide used by the County Administration when making recommendations about development.

Neighborhood concern about proposed development along Old Buckingham Road near Alverser Drive prompted staff review of the Plan recommendation in the general area. Having completed that review, County staff recommends amendment of the Plan to better achieve County goals in the area.

Study Area Boundaries

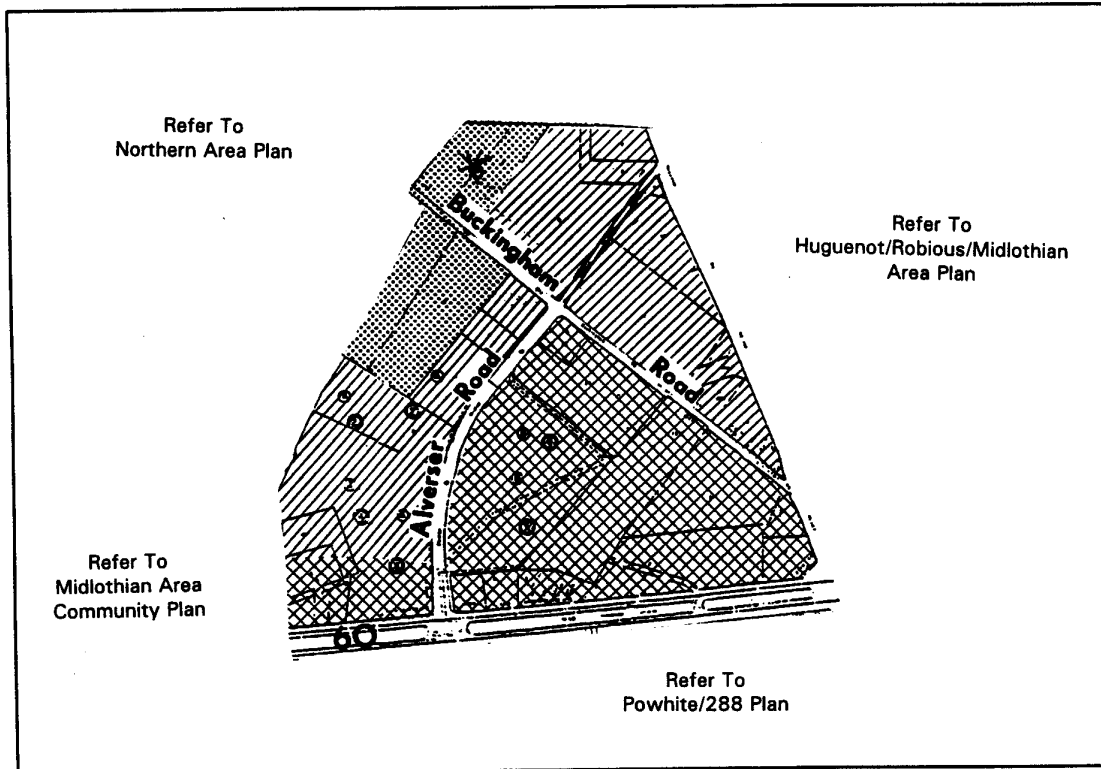
The review focused on the Area bounded by Huguenot Road, Midlothian Turnpike, Warmister Drive, and Olde Coach Drive. The area comprises the northwest quadrant of the Huguenot Road/Midlothian Turnpike intersection (See Map 2).






Study Objectives

The review originally focused on the narrow issue of appropriate land use for two parcels on the north side of Old Buckingham Road west of Alverser Drive. The parcels, designated tract A on Map 2, are the subject of an application for Conditional Use Planned Development to permit a nursing home. As the review progressed, however, it became clear that the issues of compatibility and access required consideration of land on the South side of Old Buckingham Road as well (tract B on Map 2).

MAP 7

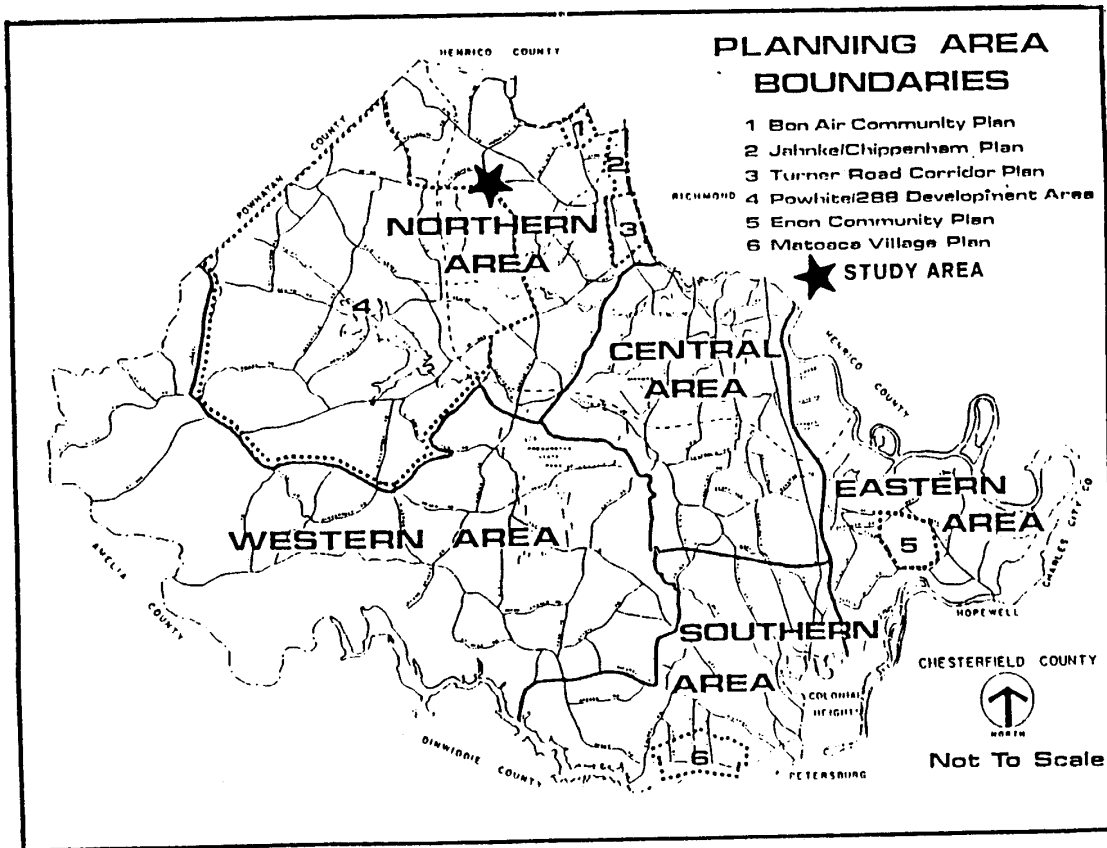
RECOMMENDED LAND USE PLAN



-  **Medium Density Residential (1.51–4.00 units/acre)**
-  **Medium/High Density Residential (4.01–7.00 units/acre)**
-  **High Density Residential (7.01 units/acre or more)**
-  **Office**
-  **General Business**

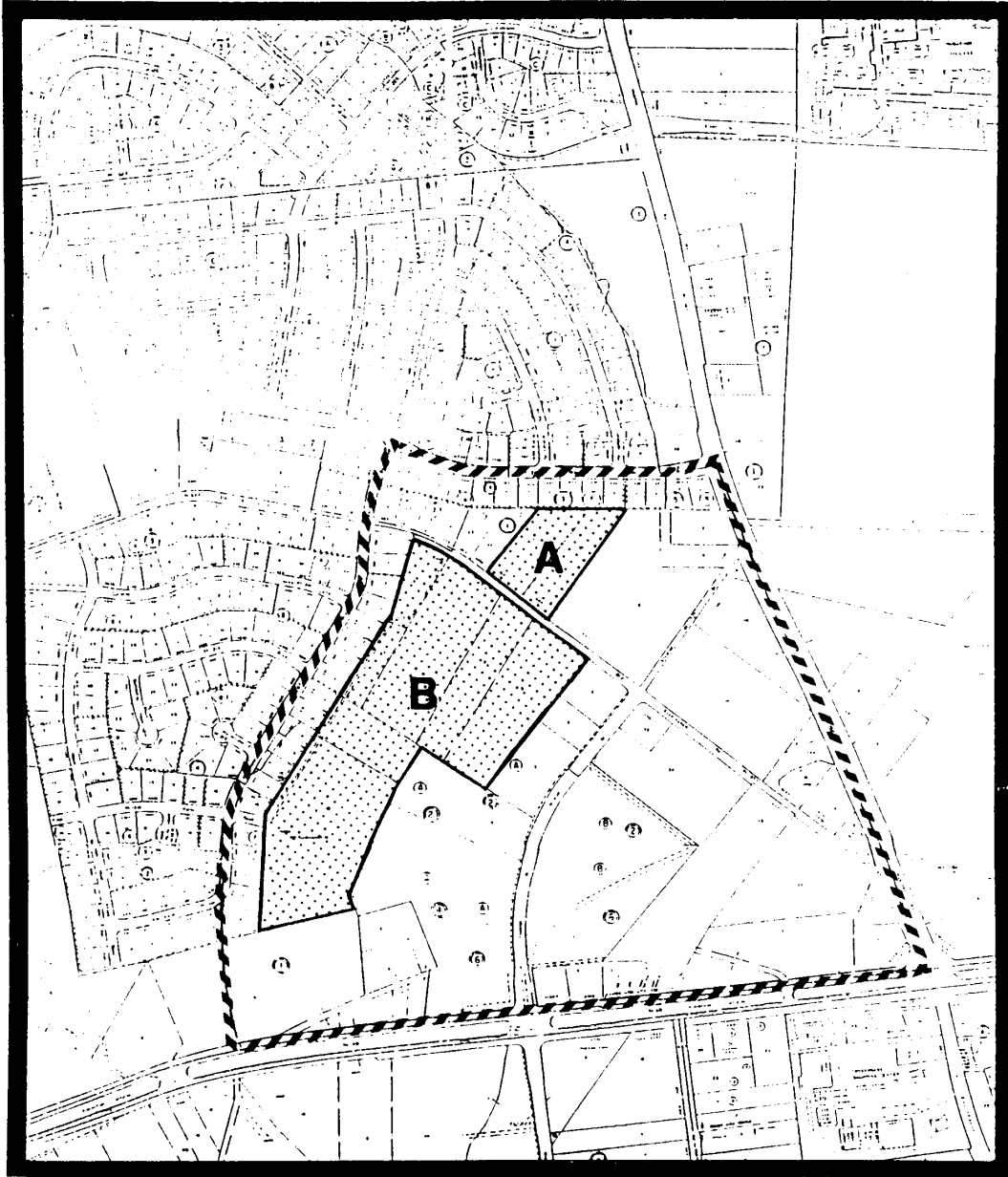
* 4.00 units/acre

MAP 1



MAP 2

STUDY AREA BOUNDARIES



----- Study Area Boundary

In considering the issues, staff was guided by the goals and policies for the Northern Planning area as adopted by the Board in August, 1986. The thrust of the goals and objectives is to recommend development of a region-serving business center around the Chesterfield Mall area. However, the goals and policies also recognize that appropriate transitions, buffers and transportation improvements must accompany that development in order to protect the character and integrity of surrounding residential areas.

The neighborhood concern about the proposed development focused originally on the issue of intrusion of non-residential uses into the residential neighborhood along Old Buckingham. Staff's attention, therefore, was focused very carefully on appropriate transitions between the business uses fronting on the west side of Alverser Drive and residential neighborhoods to the north and west. It was recognized that the proposed transition must present achievable opportunities to property owners as well as addressing neighborhood concerns.

CHARACTERISTICS OF THE AREA

Planned Land Use

The existing land use plan recommends a mixture of office and general commercial uses in all areas east of Alverser Drive. Office uses are recommended for some distance west of Alverser, with general commercial recommended along the entire frontage of Midlothian Turnpike. The western portion of the area is recommended for medium density residential development (1.5 to 4.0 units per acre). Zoning is generally consistent with the plan recommendation, with the exception of two areas zoned A (agriculture). All of tract B is zoned A. As well, a large portion of the area bounded by Huguenot, Midlothian Turnpike, and Alverser Drive is zoned A. (See Map 3)

Existing Land Use

Existing land use is a mixture of office, light commercial, and general commercial uses fronting on, and east of Alverser Drive, and medium density residential uses generally on the northern and western edges of the study area. Residential and non-residential uses are separated by vacant parcels (See Map 4).

A major feature of existing land uses is the recent and rapid pace of development along Alverser. Small commercial centers and businesses have

been constructed in the past year. Zoning for a nursing home was approved by the Board of Supervisors for the parcel in the northern quadrant of the Alverser/Old Buckingham intersection.

Tract A consists of two parcels of land, with a total of 4.5 acres. Each parcel is occupied by a single-family dwelling. The assessed value of the two parcels (including the structure) is considerably lower than surrounding residential uses when considered on an average dollar per acre assessment.

Tract B consists of six parcels, with a total of 25.4 acres. Three residential structures in good condition are present on large lots, well insulated from non-residential development to the east. One of the residences is an historic structure of significant interest. The remainder of tract B is heavily wooded (primarily deciduous, with coniferous mixed along the eastern edge). Assessments on parcels within Tract B are generally consistent with residential uses on large A-zoned lots, however, a single parcel in the tract (fronting Old Buckingham but abutting business along Alverser) has a very high per-acre assessment that is inconsistent with agricultural zoning.

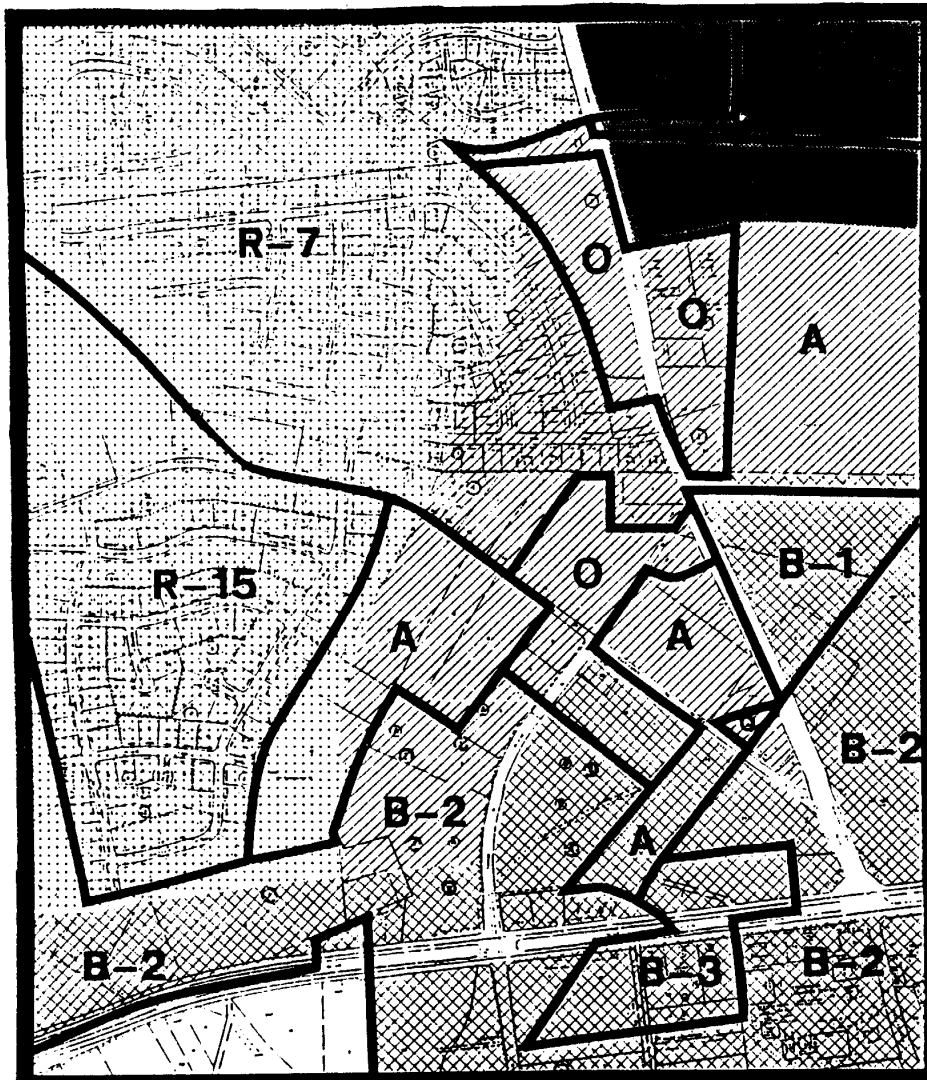
Transportation

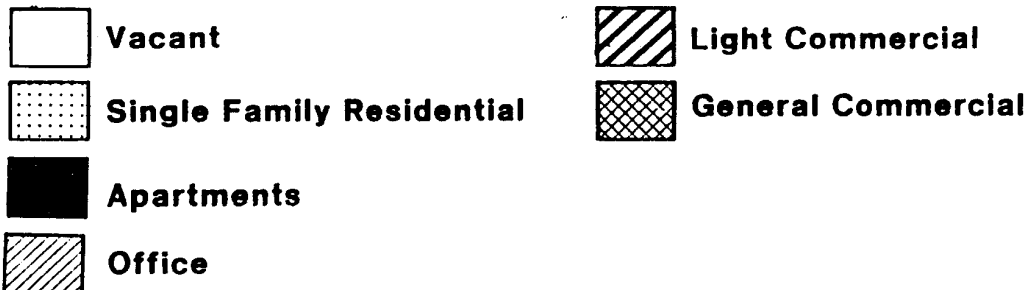
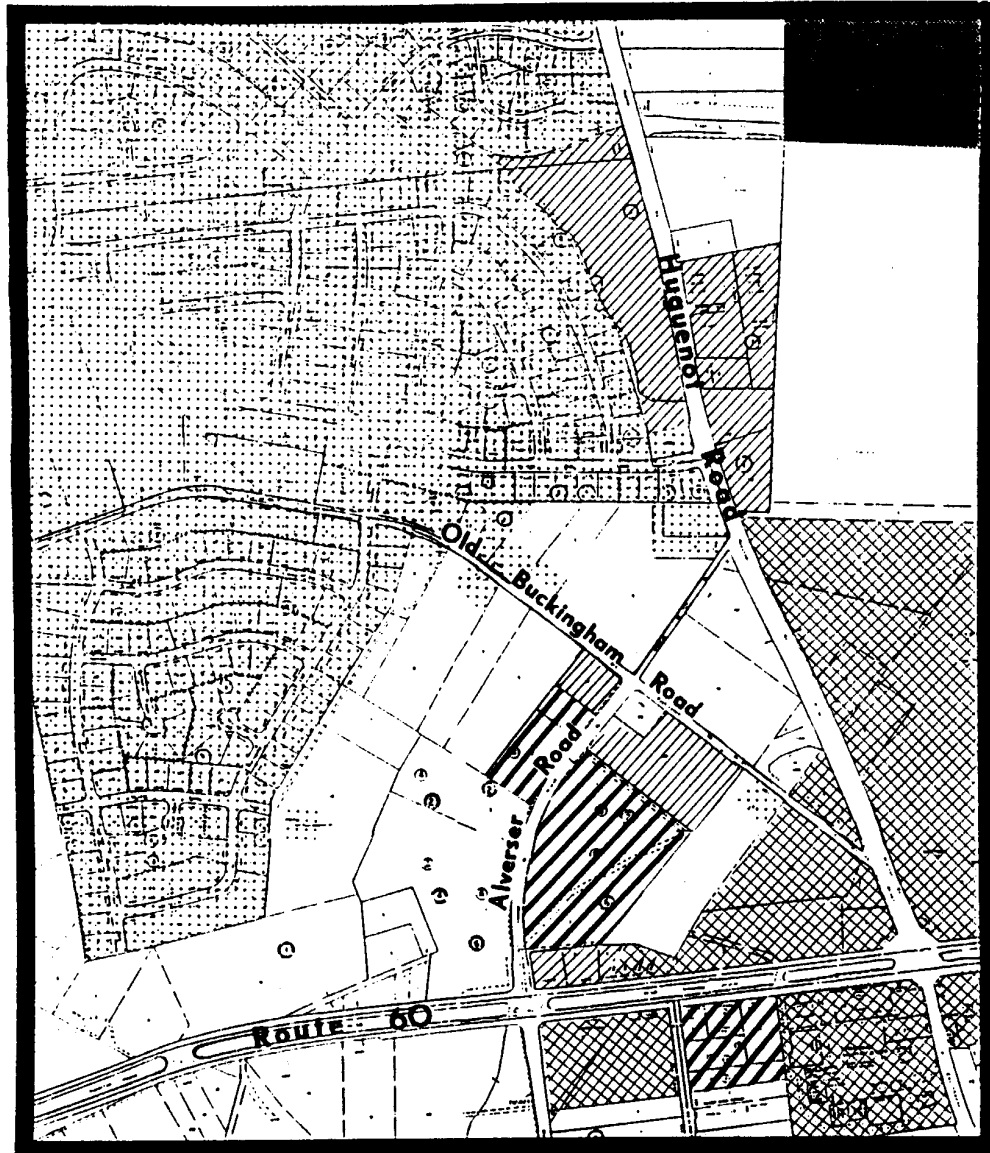
Excellent access into and through the Study Area is provided by Alverser and Old Buckingham Roads. Both roads are recommended as collector roads in the existing land use and transportation plan.

Collector roads typically require a 70-foot wide right-of-way, and the County actively works to obtain needed rights-of-way as property develops adjacent to a road.

Collector roads are an important element of the County's road system and serve a function midway between arterial roads such as Midlothian Turnpike or Huguenot Road, and "local" roads such as Olde Coach or Warminster. Arterial roads are intended to carry large volumes of traffic, rapidly, over relatively long distances. Local roads are intended to provide for access to property and circulation within neighborhoods, and to serve much smaller volumes of traffic. Collector roads serve both as connectors between arterial roads and local streets and as access roads between arterials and land uses that generate significant amounts of traffic.

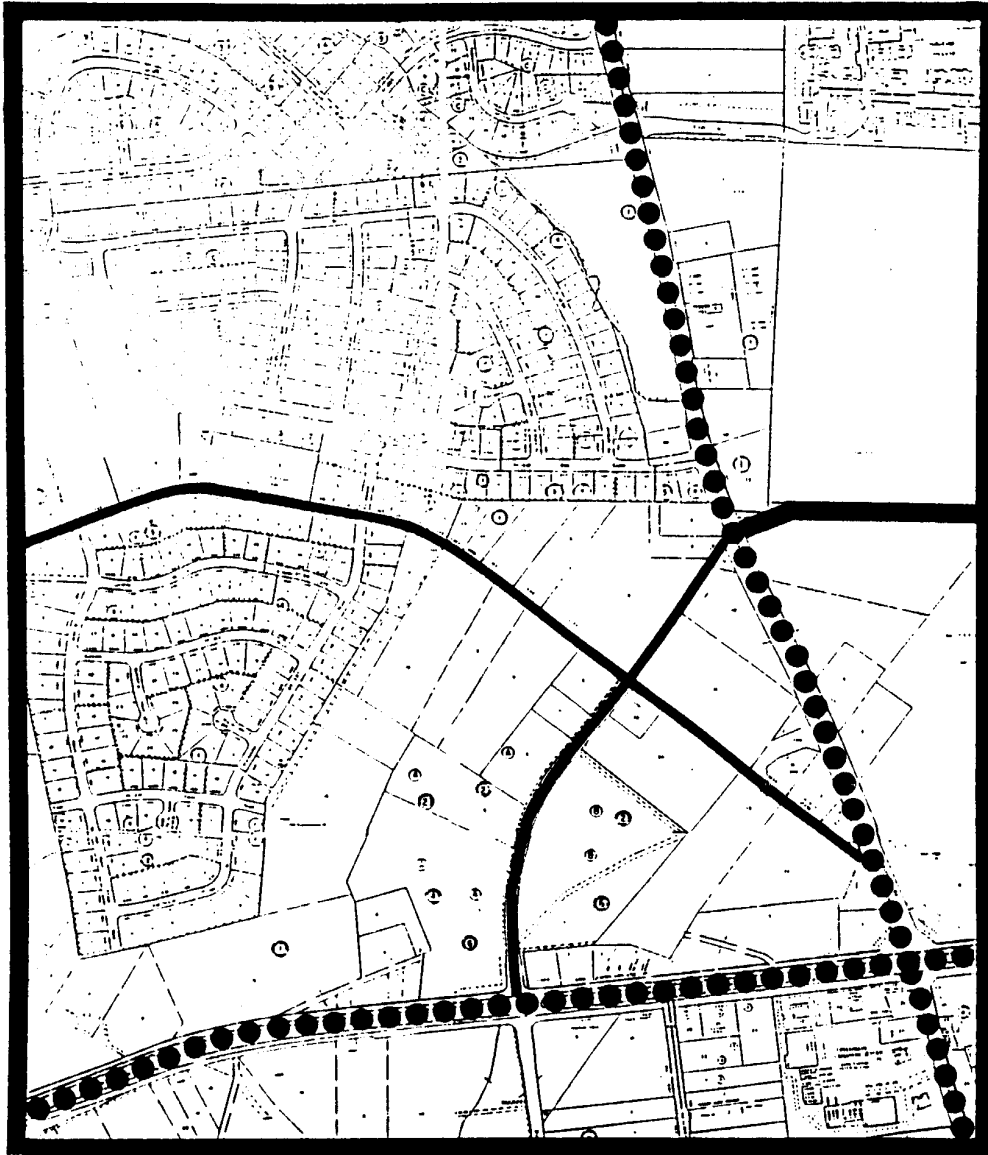
MAP 3 **PLAN RECOMMENDATIONS (EXISTING)** **AND CURRENT ZONING**



MAP 4**EXISTING LAND USE**

MAP 5

ROAD SYSTEM



- Major Arterial (120–200'ROW)
- Major Arterial (90'ROW)
- Collector (70'ROW)

Alverser Drive and Old Buckingham Road are classic examples of the two purposes of collector roads. Old Buckingham provides a link between residential neighborhoods and the arterial system, while Alverser is a link in a planned loop-road system that will facilitate access into and through the planned regional center of which Chesterfield Mall is the focus.

At present, no non-residential uses access Old Buckingham west of Alverser Drive, although office zoning in the northern quadrant of the intersection will permit an access point on Old Buckingham in the future. The eastern terminus of Old Buckingham was recently realigned in conjunction with improvements to Huguenot Road. The new terminus of Old Buckingham is directly aligned with the entrance to Chesterfield Mall. The western terminus of Old Buckingham has been reconstructed to improve circulation in and around the recently constructed Village Marketplace. The neighborhood for which Old Buckingham provides collector road service is generally characterized by medium and low-density, single-family, residential neighborhoods. Higher traffic generators such as commercial uses and higher density residential development are located at the edges of the area along Midlothian Turnpike and Huguenot Road. The extent of the neighborhood is limited by the Southern Railway on the north, thus placing a cap on the potential growth of traffic in the Old Buckingham area.

Physical Characteristics

The primary physical constraint to development within the Study Area is presented by drainage limitations. The area lies within the Route 147 drainage district. The drainage district was created to provide coordinated drainage of a substantial area (see Map 6) and provides for a pro rata payback for the cost of improvements as development occurs. The amount of the pro rata payback varies according to the amount of stormwater runoff generated by a development. The effect is to substantially increase potential development costs in the area. Since the creation of the drainage district, no single family residential developments have been constructed within the drainage district.

General soil characteristics will present a further problem for development of tract B (see Map 6). High seasonal water tables are present over large portions of this area and will require significant site improvement before being developed.

Existing vegetative cover offers little potential for buffering activity on tract A from surrounding uses. Substantial landscaping would be required to provide an effective screen or break between tract

A and uses on the east, west, and south. The small (30') buffer required for the Manor Health parcel east of Tract A will provide little transition between the two land uses. The substantial forest cover on tract B (exclusive of lawns around the residences) offers more opportunity for buffering. The buffering potential is increased by the requirement for 75' wide buffers behind some commercial uses adjacent to tract B.

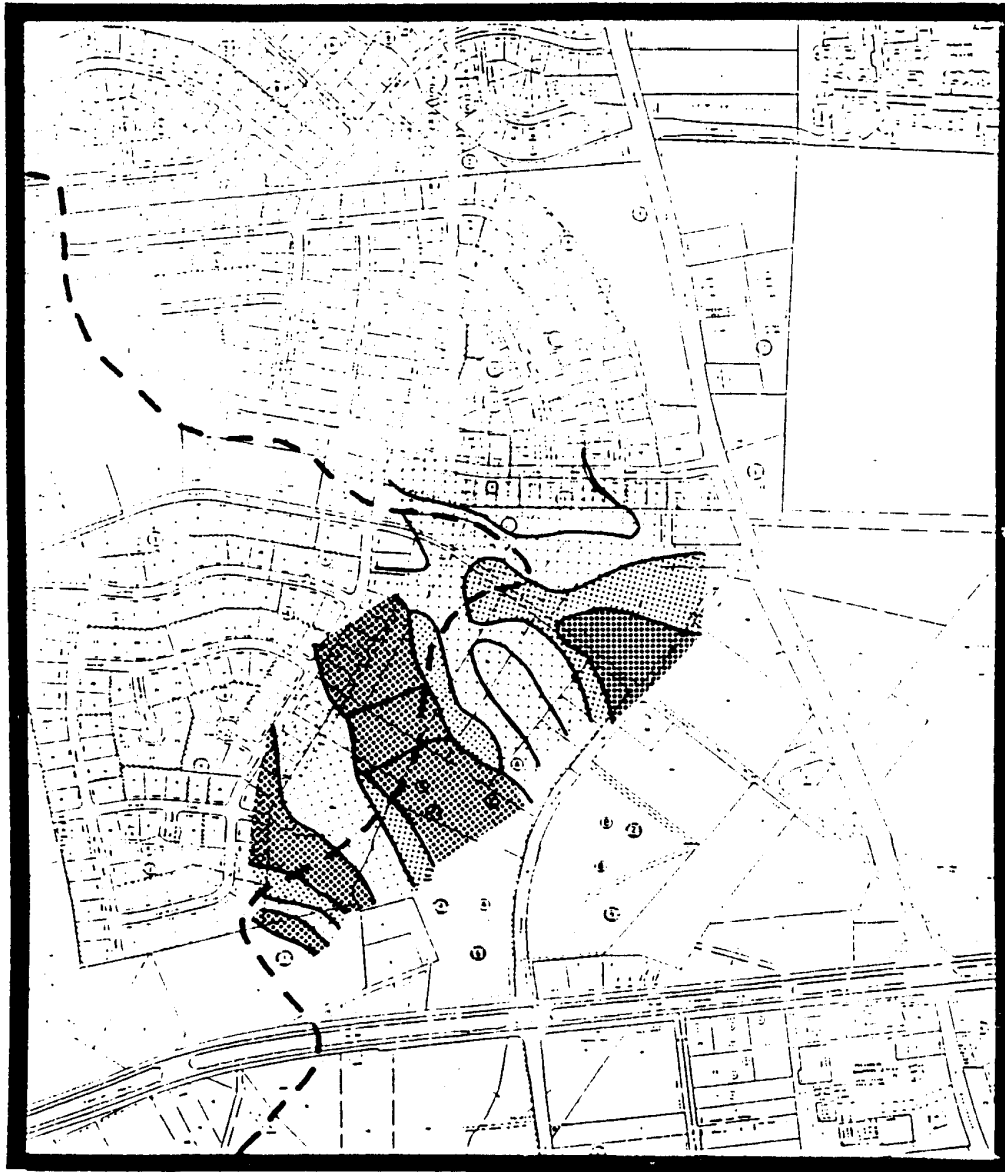
Planning Recommendation for Commission Plan Amendment

The following recommendations for Plan Amendments are proposed:

1. Revise the Plan map to recommend medium density residential use on all parcels in Olde Coach Village (this is consistent with the present development density), and on four parcels in tract B, and all parcels west of tract A as indicated on Map 7. This is consistent with present use.
2. Revise the Plan map to recommend medium-high density residential use on the remainder of tract B and on all of tract A. The medium-high density residential designation is consistent with densities typically found in townhouse developments, cluster housing developments and other high-quality residential alternatives. Densities on tract A should be limited to the lower end of the range (4.01 units/acre).
3. It should be noted that R-TH zoning requires a minimum 10 acre parcel. Tract A is 4.47 acres, while the subject part of tract B is 6.99 acres. Zoning to allow/achieve the recommended density should be pursued through Conditional Use Planned Development and an innovative approach to infill housing should be encouraged.
4. The transportation department should carefully monitor traffic on Old Buckingham Road in light of recent reconstruction activity. Actions should be proposed to discourage through traffic from using Old Buckingham Road as an alternative to Midlothian Turnpike.
5. A four-way stop should be considered at Alverser and Old Buckingham as a means of maintaining safe driving conditions.

MAP 6

LIMITS OF DRAINAGE DISTRICT SOIL LIMITATIONS



Soil Drainage
Depth to Seasonal Watertable



0-12"



13-24"

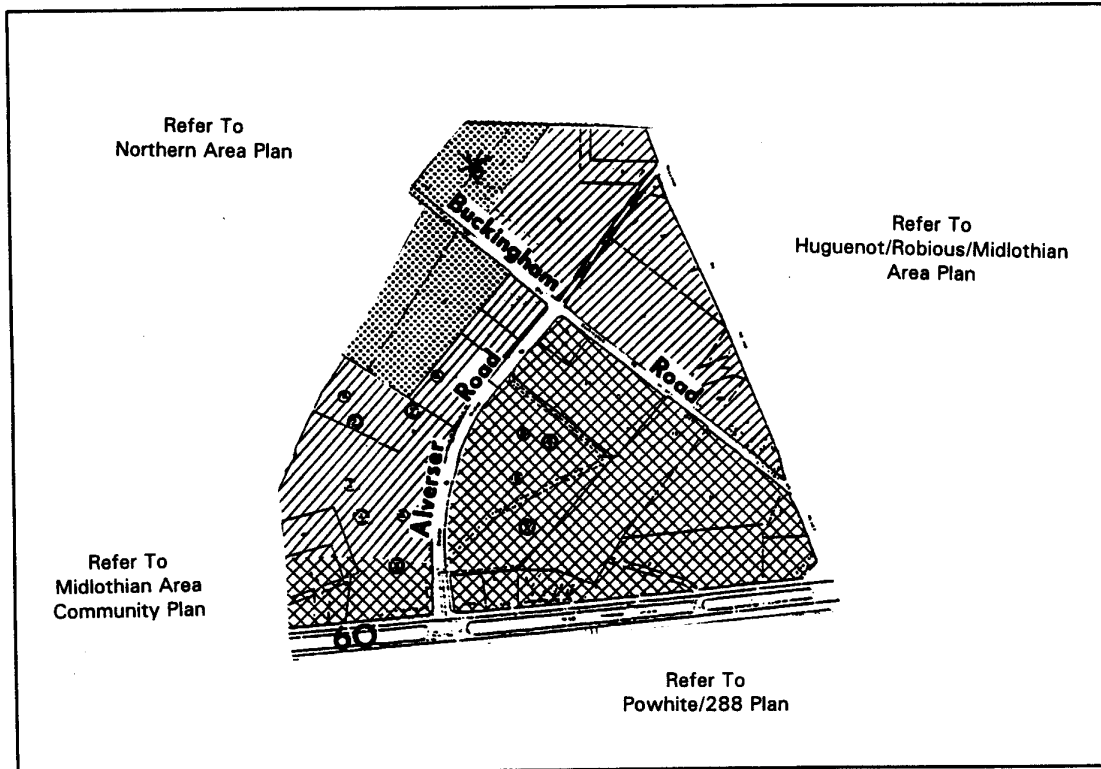







24"+

--- RT.147 Drainage Area

MAP 7

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